

# HADDOCK

**From page one**  
short time. "I will have to pay people off. It's a great pity that a lot of local people will be out of work and fish prices will be so high that the housewife will be unable to buy it."

"It's all so uncertain. Something should have been done earlier to save the situation," he added.

Aberdeen will also be badly hit by the ban. David Craig, chairman of Aberdeen Fishing Vessel Owners' Association, said: "What is most disconcerting is that the British are being asked to stop fishing for haddock while the Danes, who are also EEC members, can just go on fishing for the same species for industrial uses. It's criminal that these boats can go on just hoovering the seas."

Mr. Craig is convinced that, in the long term, the UK must be given a 50-mile exclusive limit so that it can take its own measures to conserve stocks in that area.

Skipper John Bowman Snr. of the 86ft. Aberdeen pocket trawler *Grampian* commented that it is ridiculous to stop us fishing a month before the Common Market 200-mile limit comes into effect, especially when non-EEC vessels can go on fishing until the end of December.

Trawler owners in Aberdeen have asked their skippers to work west of four degrees west and, as member vessels of the Aberdeen Fishing Vessel Owners' Association are almost all over 80 ft. long, the majority will be able to sail there without too much difficulty.

It is thought that these boats will be able to keep Aberdeen market supplied by either sailing home or land or consigning catches overland from other ports.

Smaller trawlers and seiners owned in Aberdeen, and in ports further south, will be hard hit as they are too small to go further afield.

Skipper William Boyter of the 55ft. Pittenweem boat *Crimond II* said: "Some of our boats could go sprat fishing off the Tyne, but this fishery can't cope with a lot of boats. There is not enough transport available to get big landings to the fish meal factories".

Skipper Henry Gardner of the 50 ft. Anstruther boat *Bydond* added that "prawn fishing is another alternative, but there again the market couldn't take a bigger load. Skippers Boyter and

Gardner pointed out the impossibility of going on fishing for white fish and keeping your haddock catch at ten per cent of other species.

Out of 255 boxes landed by *Crimond II* in Aberdeen on Thursday, about 202 were haddock. *Bydond* had 95 boxes of haddock out of a total landing of 150 boxes.

The first arrival was the converted Scottish wooden seiner *Leando* (formerly *Odelia*) which has been purchased by the Edieei Fishing Co.

She will operate under Skipper Borge Nejrup, who also has an interest in the vessel, as a pair trawler through the Tom Slight (F.S.) Ltd. agency.

Skipper Nejrup, one of Grimsby's top-flight pair trawler skippers, was previously in command of Slight's *Searcher* which has had a long and successful partnership with Skipper Jerry Lee in East Bank. This partnership is to be retained with *Leando* taking over from *Searcher*.

**November, December and January are always difficult months for the inshore end, despite being allowed a 10 per cent haddock content in landings until 1977, fishermen know that to comply with this ruling they could be faced with returning dead fish to the sea. Presently, between one-half and two-thirds of most catches are haddock.**

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With this season's sprat fishery so far concentrated on the Tyne — and facing the prospect of having to purchase new nets to conform to new mesh regulations for sprat fishing — it may not be a viable position.

The vessel was originally built as an MFV towards the end of the last war, but was stripped right down to the frames and keel in 1969 for a rebuild which cost £45,000.

Herd & MacKenzie completed the alterations for pair trawling which include a new 35-pound fishroom, a Lassle Hydraulics multi-sheave net hauler on the starboard rail, the removal of the Sutherland hydraulic winch from under the whaleback to a position ethwarts in front of the wheelhouse and various other small jobs including the addition of Decca Mk. 21 Navigator and 350 trackplotter.

*Leando*, as *Odelia*, is no stranger to Grimsby for before her face-lift in 1969 she operated for a spell under Grimsby ownership as a seiner-trawler.

The other new arrival at the port is the one-time Boston seiner *Nyborg* which came late last week from Hull and will work out of the Allard, Hewson & Co. Ltd. office.

The firm is to recondition the 47-ton vessel, built at Buckie in 1967, during the winter months and no decision has yet been made over who will assume command.

**Below: haddock on the market at Peterhead last week. Catches were so prolific that the seiner *Adelphi* took 300 boxes in one haul.**

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# New boats move in at Grimsby



## Holiday

The new team will make its maiden trip after Christmas — due to the holidays of the fish docks there is insufficient time to gear up.

*Leando*, named after Skipper Nejrup's daughter, has already had a testing time at sea. She was brought down from Herd & MacKenzie's Buckie yard purposely in bad weather and Skipper Nejrup was delighted with the way she handled over the 35-hour trip.

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# SKIPPER GOES OVERBOARD ON DELIVERY RUN

**WELSH fisherman, Robert Shepherd of Holyhead, has been rescued off the Irish coast after having washed overboard while taking his newly-bought trawler *New Venture* from Hayle, Cornwall, to Holyhead.**

He was driven by bad weather towards the South Wales coast. When 11 miles offshore, Skipper Shepherd went forward to secure the anchor for

**Kilmore Bay** and found

himself in hospital.

He was admitted to the hospital with a fractured leg.

**Continued on page 16**

**FISHERIES EXTENSION**

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**Published by Arthur J. Heighway Publications Ltd.**

**110 Fleet Street, London, EC4. Printed by Derby Trade Newspaper Co.**

**Editor, Glyn Industrial Estate, Hereford.**

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**50-MILES UP FOR GRABS**

**BRITAIN will steam in and run a 50-mile exclusive zone if the EEC does not sort itself out quickly. As Common Market foreign ministers**

**this week seemed to be failing to agree even temporary rules for operating inside the Community's 200-miles, Foreign Secretary Anthony Crosland threatened that Britain would impose her own system of control. This statement was**

**also backed by Ireland's Foreign Minister, Dr. Garret Fitzgerald. Both Britain and Ireland rejected EEC proposals on fish catch quotas.**

**These did nothing to take into account the special needs of fishing communities in Scotland and the north-east of England, said Mr. Crosland.**

**The only firm line to emerge from the meeting in Brussels this week was a plan to drastically cut-back catches by third countries in Community waters.**

**Russia, which still refuses to recognise the EEC, has been given three months from January 1 to negotiate reciprocal fishing agreements or face a complete ban from Community waters. In the meantime, Eastern European fleets will be limited to 40 per cent of their estimated catch for 1976.**

**For Russia, this means a drop from around 600,000 tons to 220,000 tons. Similar three-month quotas will be imposed on Spain, Sweden and Portugal. Bulgarian and Romanian vessels will be excluded from January 1 without a chance of reciprocal agreement. "They do not have a good record," observed one EEC official.**

**Any reciprocal deal with the Russians would allow the Soviet fleet only a 60,000-ton annual catch in community waters and it was confidently expected the Russians would pull out altogether. With the British catch inside Russia's 50-mile limit estimated at around 30,000 tons, sources on the Home Office thought that this would be a small price to pay for getting rid of the Soviet scourge for ever.**

**On Wednesday, the Commission meeting was attempting to stave off a complete collapse of its fishing policy. "Compromise" was the key word being used in Brussels.**

**If Britain and Ireland could tone down their demand for a 50-mile limit, it seemed the Commission would not insist on a quota system as a temporary measure for next year's fishing.**







**IN THE** race for a 200-mile fishing limit the important point of how we are going to protect it seems to have been underestimated. In this article, DAG PIKE examines the problems of policing such a vast stretch of water

THE EASY PART of extending limits to 200 miles is passing the law. The hard part is going to be enforcing the limits so that the sea area enclosed — some 320,000 square miles — is effectively policed.

The British situation is complicated by membership of the EEC. While it looks as though effectively it will be the community which decides who is going to fish within the British limits, it will be up to Britain to enforce these decisions.

It has been suggested that the EEC should mount its own fishery protection fleet but, in fact, it has no power to do so. The Eastern Bloc countries do not recognise the EEC and, anyway, it is only a group of countries bound together by treaty.

Each country still retains its sovereign rights and, therefore, only the country concerned can control the waters around its coasts.

However, there is no reason why the EEC should not make a contribution towards the upkeep of the fishery protection fleet. Britain will have the largest sea area of all EEC countries to patrol, certainly as far as fishing is concerned, so she will have the largest protection problem. If EEC vessels are to fish in British waters, it is only fair that they make some contribution towards the protection of those waters.

Even with the present 12-mile limits the cost of protection is high. It is estimated that it now costs 10 per cent of the value of the total UK catch to run the protection fleet of ships and aircraft. This immediately raises the question: are we getting the best value for money in the type of vessels being used, and who should pay for this operation?

The 12-mile fishing limits are now enforced by the Ministry of Defence in consultation with MAFF. The naval fishery protection squadron comprises 11 vessels, mainly minesweepers, but includes the high-speed vessel *Tenacity*.

In the pipeline are the five Island-class vessels including *Jura* and *Jersey* which are now operational. Helicopters and aircraft from the Royal Navy are used as available or when called upon. From January next year four Nimrod long range surveillance aircraft will be deployed.

It sounds an impressive array and certainly explains the high cost of the operation, but when their capabilities are examined there is an awareness that, perhaps, they are not the best craft for the job.

The coastal minesweepers are now on aging design, some of the boats nearing 20 years old. They are propelled by twin diesels and maximum speed is around 16-17 knots. The wooden hulls have a shallow draft of only 9 ft. and



Above: The Belgian beamer *Terra Nove* being boarded in the Bristol Channel for checks. During her three-day patrol, HMS *Cuxton*'s men impounded four Soviet ships, three Poles, two Belgians, two Spaniards and a Frenchman. That's quite a list.

most Navy men would agree that they are not the most seaworthy of ships; certainly they are not comfortable for extended patrols.

The new Island-class cannot be criticised for their seaworthiness and they are fitted for extended cruising. Like the coastal minesweeper they have a token armament to add force to their demands if necessary, but with a speed of only 16-knots, they would be hard put to keep up with some modern trawlers.

Given unlimited funds these might be the type of craft envisaged, but they do show a lack of appreciation of what the job actually involves and of facilities already available but not used. The 25-knot vessel is required to be sturdy built to enable it to stand up to going alongside fishing boats at sea. Sheds of the 'dosh' capability.

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At a recent meeting in the

# Speed needed police 200-mile limits

MI125



Right: HMS *Cuxton* keeps tabs on a Russian fish transport ship which has a Super-Atlantik and SMRT-type stern trawl gear alongside. The ship was spotted in Lyme Bay during a NEAFC patrol in the English and Bristol Channels.

House of Lords of the which is both safer and Greenwich Forum, a discussion group concerned with maritime matters, proposals were put forward for two types of vessel. One was a heavily constructed vessel with a speed capability of 25-knots and able to carry a helicopter. This vessel would work from the shore on one or two-day patrols.

The other type would be a larger self-supporting vessel capable of extended cruising carrying possibly a hovercraft, hydrofoil or helicopter. This vessel would work from the shore on one or two-day patrols.

Speed is a requirement both to increase the area which the vessel can cover and for chasing. It can also enable a protection vessel to get to disputes between fishing vessels quickly, but a basic boat of this type can be much cheaper than the sum of the proposed craft.

Petrol boats built on standard GRP hulls are now available and, with a starting price of \$1m, these are more practical.

Numbers count when it comes to fishery patrols because the best deterrent is the fear of getting caught. Obviously, this will largely de-

pend on the number of patrol vessels around.

There will never be enough petroli vessels and use must be made of the many other craft available, either to supplement the patrol or to assist those arrested on the spot.

In the North Sea and Celtic Sea, there are rig stand-by vessels at each oil rig end.

These then become operational hedgehogs all the time. The Air Ministry, at present, has many services involved. Some services are likely to be the only practical means of control for the near future.

If arrest is going to be

troubling, then the

days of the specialist craft

is disappearing and we must

look towards a craft for the

fishery protection role

capable of a wide variety of operations.

This fleet would not just be confined to patrolling along the 200-mile line. Much more important from a British point of view will be the exclusive zone which is finally allocated, be it 12-miles or 50-miles. This is where the small, fast patrol boat can really come into its own.

## HOW YOU CAN HELP

HOW CAN the fishermen help? It is no good just sitting back and waiting for the protection fleet to do its job, complaining that they weren't in sight when help was needed.

The protection fleet badly needs information and British fishermen are often well placed to provide this.

Report any foreign fishing vessels, whether they are inside or outside the limits. This can be done by radio, either direct to the protection vessel in the area or, if you can't raise them, then through the local coastguard station. These are all fitted with VHF used by many smaller boats.

If you have no radio, then report sightings to the fishery officer when you get ashore.

Make your reports as accurate and comprehensive as possible. Help is available

from the Navy for medical and towing facilities, although only for emergencies.

Below: *Dalrada* — Ireland's lone protector — is to be joined by a sister-ship being built in Cork. A recent report calls for seven more patrol boats to be constructed.

THE IRISH Naval Service under international law.

There was a doubt about

whether anybody would take

equipped" and a

French claim for a 50-mile

million seah.

These ships

have a speed of 24 knots, see-

duty periods of 14 days at

cruising speed, radar and

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According to the Honorary

Secretary of the Institute's

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Jim Hughes, the usefulness of

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abilities and oblique



recommended the purchase of seven general purpose, all-weather, vessels of 1,000 tonnes, of the French Avio A69-type, at a cost of £6 million each. These ships have a speed of 24 knots, see-duty periods of 14 days at

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Beyond that there are no

definite plans.



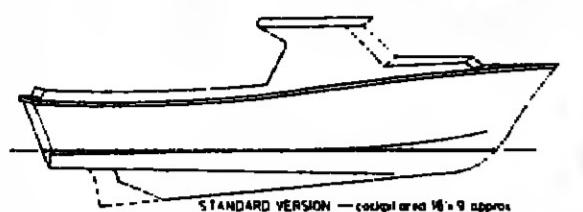
Above: every fishing boat sighted has been carefully identified to build up a pattern. Here, the captain and look-out on HMS *Soden* got a close-up of an approaching vessel. Below: a boarding party is seen to question the skipper and crew of a French stern trawler and examine her gear. After the check, the French skipper shoots his gun again. (bottom).



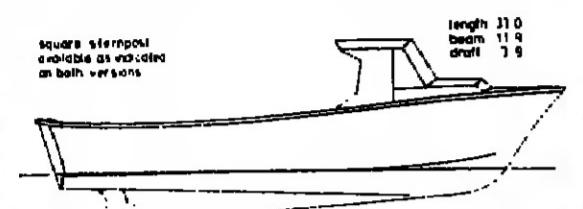
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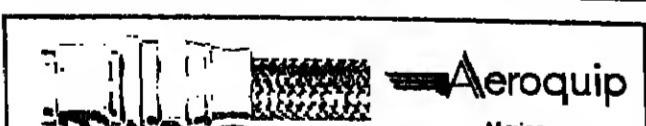
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THE employment of women has always been vital to the fishing industry. Today top level decisions are often made by females and behind most successful skippers generally lurk an ambitious wife.

As pen pushers, telephonists and typists, the industry would be lost without them and can anyone honestly imagine the big processing factories devoid of their shifts of female labour?

Only on the catching side have the ladies failed to make much headway, yet even here things are changing and at Grimsby this last bastion of male supremacy is being challenged by a determined young lady named Jean Halsted.

Deceptively slight in appearance, Jean fishes the newly arrived inshore boat Teal (H 404) with her husband Peter, and is making a big impression with her appetite for hard work lining cod in the Humber.

Not for her the comforts of the galley, for as any local fisherman or for they are all 'fishpersons' now under the Sex Discrimination Act?) will vouch, she can match anyone and often outworks them on the deck.

The couple brought the 10-year-old coble Teal across to Grimsby because of the poor inshore facilities at Hull. Both have academic backgrounds, but chose fishing to avoid the drudgery of shore jobs and sought an interesting and varied way of life with the rewards coming from their own efforts.

They bought Teal, built by Lock Marine Services Ltd. of Beverley, just over a year ago and have already taken her sailing and later plan to take her crabbing.

Jean, who comes from Birmingham, got 'hooked' on fishing after spending two summers working with Icelandic herring.

She's too busy to be seasick, she told *Fishing News*, and Teal, which normally crews three, showed she means business by earning well over £1,000 in her first fortnight at Grimsby, including a port record of £115 for two kits of Humber sprats in November.

However, hefty conversion costs and EEC rules on new meshes, involving the purchase of expensive new gear, have convinced most skippers they are better off with their feet up at home.

As usual the first inkers were spotted off the Tyne end and this firm is weighing-in on the big prices being paid for the early winter Humber cod (invariably in excess of £40 per kit) and attracting quite an assortment of inshore liners to its offices.

Lowestoft ace, Skipper David Hunt, certainly has no regrets over his decision to return north and even *Phyllis*, apparently doomed after lost winter's mystery sinking, has got going again with Johnny Grayson in command.

Certainly, though, the most heartening news of the year so far is the arrival of Nicko Miles' new inshore vessel, *Courageous II*, bought from Scottish owners to replace *Myrtle*.

Grimsbys other major liner agency, A. E. Richardson & Co. Ltd., has also done well on the pre-Christmas spratting with *Lead Us* (Skipper Jackie Mountain) probably Grimbsy's best performer with a string of good catches.

Greatest headache is, as always, the huit supply. *Lead Us* has kept going on whelks, which she catches herself, and dogfish offish when the whelks, or lug worms, have been difficult.

Many fishermen prefer lugs, but the regular belt diggers have encountered fierce opposition from pleasure-angler-diggers and narrow-jobbers, who have

# INSHORE at Grimsby

A MONTHLY FEATURE



Above: Jean Halsted and husband, Peter, who have bought the coble Teal (right) over to Grimsby.

been turning up by the hundred to work over the tidal zone between the docks and Cleethorpes at low water.

Consequently, prices have shot up to £2 per hundred (at the time of writing) and so many spilled onto the banned zones off Cleethorpes that the long arm of the law swooped onto the offenders early in December.

Boat owners would like to see the authorities issue digging licences to named vessels, or angling clubs, in an effort to stamp out the invasion.

For the first time in years nearly all the seiners are laid up for the winter and only a handful have converted to spratting despite the attraction of £49 per ton being offered by the meal companies.

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Certainly, though, the most heartening news of the year so far is the arrival of Nicko Miles' new inshore vessel, *Courageous II*, bought from Scottish owners to replace *Myrtle*.

Grimsbys other major liner agency, A. E. Richardson & Co. Ltd., has also done well on the pre-Christmas spratting with *Lead Us* (Skipper Jackie Mountain) probably Grimbsy's best performer with a string of good catches.

Greatest headache is, as always, the huit supply. *Lead Us* has kept going on whelks, which she catches herself, and dogfish offish when the whelks, or lug worms, have been difficult.

Many fishermen prefer lugs, but the regular belt diggers have encountered fierce opposition from pleasure-angler-diggers and narrow-jobbers, who have

# Waves pump your boat dry

IF YOU keep an open boat on moorings which are difficult or impossible to get to in rough weather, a pump which is operated by vertical movement of

waves might be of use to you.

It is known as the Tumbalong pump — after its inventor Sven Tumbö — and consists of a round, flat plastic float in which is fitted a double-legged frame with a lead weight at the bottom of it.

To the centre of the float is a piston, which moves up and down in a cylinder, is attached. And to the bottom of the cylinder, a 16 ft. length of hose with a strainer on the end of it is fitted.

It is an ingenious device which ride boat at a rate of about two gallons an hour and it is claimed that there is no risk in using it.

To prevent back-siphoning a spring-loaded ball check valve is built into the strainer

and another is built into a housing in the bottom end of the cylinder.

The pump is marketed by Gunner F. Klingenberg, Incognitogt 32, Oslo 2, Norway, who says that he has sold over 9,000 units in Norway and Sweden.

I understand that it will soon be available in the UK from Marinac Ltd., 7 Seaford Street, Glasgow 7, and that it may be known as the Wavenump here.

## John Burgess' Log



## Underwater sealants

ALMOST all adhesive and sealing compounds developed for marine use require that surfaces to be bonded or sealed be dry and free of oil, greases and dirt.

They are all two - pack products containing epoxy resins which, when catalysed, cure quickly at normal temperatures to form a tough rubber.

Under normal working conditions in the British climate, it is often impractical to achieve ideal conditions for their application.

When you have a boat hauled out of the water for hull repairs, for instance, and plankings has almost dried sufficiently to start work, as far as not rain will stop the operation.

Introduction, therefore, of a new range of adhesives and sealants designed for use in wet conditions, and even underwater, is something of an event.

He said that pliers of this kind either made of chromed die-cast steel in New Zealand or mild steel in England are available from any agricultural chemist. Of the two preferred those made in England as they are easier to adopt.

If you need a machine for washing cod, haddock, skato, pilchard and/or prawns you may be interested in the Simpson Fish Washer (above). It is moulded in GRP by Thureo Fibre Glass Ltd., Thurso, Scotland.

Compositions in the range must likely be of use to owners and operators of fishing vessels are known as

Silverlock 1400, 1401 and 1402.

They are all two - pack products containing epoxy resins which, when catalysed, cure quickly at normal temperatures to form a tough rubber.

In view done so, there is no need to wait ten minutes or more before you bring the surfaces together.

Contact pressure only, while the mixture is curing, is said to be all that is necessary to ensure a trim bond.

If you are using Silverlock 1402 for sealing or caulking purposes, presumably all you have to do is to fill cracks or seams with it in the same way as you would with putty.

Silverlock 1402 would seem to have much to commend it for making emergency repairs to the hulls of boats, built of all types of material, particularly those into which cracks or nicks cannot be driven.

Full details about it and all other products in the Silverlock range are available from BTR Development Services Ltd., Horninglow Works, Burton-on-Trent, Staffordshire.

## Fish washer

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fishing vessels are known as

likely to go on — this year, next year or something soon.

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TOM WOOD

# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY Oyster water

**HULL**  
 £21,581: *Boston Boeing*, Boston (Sk. C. Newson), 1,885t, WS, 22 days.  
 £248,482: *Ross Junc*, BUT (Sk. A. V. Meech), 1,484t, WS, 28 days.  
 £34,600: *Boston Stirling*, Boston (Sk. W. Bridge), 1,150t, WS, 23 days.  
 £32,477: *Ross Khartoum*, BUT (Sk. F. W. Gray), 1,045t, I, 22 days.  
 £30,599: *Boston Phantom*, Boston (Sk. T. Smith), 965t, I, 23 days.  
 £25,482: *Huddersfield Town*, Consol (Sk. F. Kirby), 842t, I, 22 days.  
 £22,510: *Prince Philip*, Boston (Sk. R. Harries), 706t, I, 19 days.  
 £22,211: *Ross Renown*, BUT (Sk. R. Pepper), 673t, I, 20 days.  
 £15,896: *Vanova*, BUT (Sk. A. Hankin), 484t, I, 19 days.

### Middle water

£20,268: *Ross Jaguar*, BUT (Sk. D. Speck), 840t, W, 14 days.  
 £19,721: *Ross Jackal*, BUT (Sk. J. McCarthy), 888t, W, 15 days.  
 £16,413: *Okin*, Taylor (Sk. J. McUrlich), 687t, F/W, 17 days.  
 £13,753: *Ross Leopard*, BUT (Sk. J. Brown), 815t, W, 16 days.  
 £10,187: *Hondo*, Taylor (Sk. L. Boden), 354t, F/W, 15 days.

### North Sea

£12,393: *Lepanto*, Lindsey (Sk. R. Sinclair), 863t, NS, 15 days.  
 £5,554: *Lofoten*, Lindsey (Sk. A. Hatton), 114t, NS, 12 days.

### Sailors

£5,819: *White Bank*, Chapman (Sk. B. Andersen), 175t, NS, 20 days.  
 £4,404: *Orlik*, Sleight (Sk. E. Mortissey), 132t, NS, 17 days.  
 £2,526: *Arcona Bay*, Arcona (Sk. E. Thomsen), 88t, NS, 15 days.  
 £1,628: *Beverley*, Allard Hewson (Sk. J. Stringer), 42t, NS, 12 days.  
 £357: *Four seas*, Sleight (Sk. O. Thinnissen), 18t, NS, 13 days.

### Pairs teams

£2,214: *Margrethe Bojen*, (Sk. Jens Bojen), 65t, and £1,803: *Frances Bojen*, (Sk. J. Richardson), 47t, (broken trip), both John R., NS, 3 days.  
 £2,586: *Laurids Skomager*, (Sk. Jorgen Bojen), 69t, and Ann Charlotte, (Sk. J. McCall), no fish, (broken trip), both John T., NS, 5 days.

